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POOR FUEL, INADEQUATE REPAIR FACILITIES  
CUT EFFICIENCY OF NEW TIMBER TRACTOR

V. I.

The KT-12, first trailer tractor in the history of logging, was developed in Leningrad. Although various trusts have skidded 60 cubic meters and more per shift over a season, the Leningrad logging industry itself has, unfortunately, not shown too much skill in its utilization of these tractors.

KT-12 tractors in the enterprises of the Lenles Trust skidded only 12.4 cubic meters per shift in December 1948 and 21 cubic meters in February 1949, while the timber managements of the Lespromtrest skidded 25 cubic meters in January and 27 cubic meters in February.

By the end of February, individual enterprises began to show some improvement. For example, the best tractor drivers in the Podborovskiy and Yefimovskiy Timber Managements of the Lenles Trust began to skid as much as 50 cubic meters and more per shift in February.

The problem of the poor use of the KT-12 tractor was discussed at a meeting in Leningrad about mid-February. The chief engineers and trailer-tractor drivers of the enterprises of the Lenles and Lespromtrest and representatives of scientific research and planning institutes and of the Forestry Engineering Academy (Imeni S. M. Kirov) participated.

The meeting concluded that poor organization of work and lack of maintenance of technological discipline were the basic causes of the shortcomings. Proper utilization of tractors requires the introduction of continuous-operation methods of work in the forest.

Proper garage-storage facilities, maintenance service, and dry fuel wood were not provided for the tractors.

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Many tractor drivers and key workers of trusts and timber managements do not know enough about the KT-12 tractor and its use. In fact, the chief mechanic of the Podborovskiy Timber Management admitted that "the first time we tried, we were unable to back up the tractor."

Stepanov, chief engineer of the Yefimovskiy Timber Management of the Lenles Trust, indicated that unless the transport of the bucked timber and the clearance of the felling area are mechanized, productivity of the tractors will be lowered. He added that good fuel and proper clearance are necessary for normal work by trailer tractors.

A tractor driver of the Luga Timber Management, while noting the satisfactory performance of winches, indicated the necessity for using stronger hoisting cable, and of providing tractor drivers enough timber-pickup men. Another driver stated that tractors could be operated in second gear if provided with enough dry fuel.

Fuel-supply points were located far from the area of operation of the tractors. As a result, the fuel wood had to be carried great distances to the tractors. Moreover, the fuel wood had a high-moisture content and was below standard requirements. Fuel-wood bunkers must be built at convenient points for supply purposes.

Repair work was poorly organized and executed. There were no special service brigades. Tractor drivers had to waste time during the day to repair their machines. Preventive maintenance was not applied. Spare parts for the KT-12 tractors were not available for repair work.

Much time was lost for organizational and technical reasons. Thus, the tractors were actually engaged in productive work only about 50 percent of their total operating time.

The importance of proper pickup of timber has not been sufficiently stressed. The timber should be neatly piled up, waiting for the tractors. Actually, it is thrown about, and the drivers have to assist in pickup work.

Field repair shops should be set up near the scene of operations, adopting the plans of Gidrolestrans. These shops would permit elimination of time loss by the tractors on trips from the clearing area to the garage.

Dry fuel wood must always be provided. Wood with a moisture content of over 20 percent must be categorically rejected as fuel wood. Tractor maintenance, engine care, and use of lubricants must be organized in strict conformity with the instructions of the plant producing the tractors. Pickup brigades must be thoroughly trained.

The meeting decided to petition the Ministry of Timber and Paper Industry USSR for the organization of mass production of spare parts for the KT-12 tractors.

The meeting demanded that all directors and engineering and technical workers of the trusts and enterprises organize monthly groups to study the KT-12 tractor.

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